needs of the freight operations of Indian Railways with the primary objective of optimising utilisation of rolling stock, namely, wagon fleet and motive power. The architecture of the system will have two distinct tiers of processing nodes, central and zonal, and the terminals located at the field activity centres will be connected to the processing nods through high-speed communications network.

(c) The target date for implementation of the project is December 1993.

Speed breakers on roads in the Capital

2500. SHRI RAM AWADHESH SINGH:
SHRI TALARI MANOHAR:
Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether Government have provided a large number of speed breakers on roads in the capital; if so, the total number of these speed breakers as on 1-1-85, 1-1-86 and 1.1.87;

(b) whether it is a fact that in many colones residents or their Associations have also built such speed breakers; if so,, the details thereof as on 1.1.85, 1-1-86 and 1-1-87;

(c) whether Government propose to build more speed breakers and also encourage the groups/individuals in this regard; and

(d) whether speed breakers are a part of road safty guidelines?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT): (a) and (b) Various agencies like P.W.D. (Delhi Admn.), Municipal Corporation of Delhi, New Delhi Municipal Committe and Delhi Development Authority are responsible for the contruction and maintenance of the roads in the capital. The speed breakers are provided by these agencies on roads wherever considered necessary for restricting speed of vehicles, specially in colonies and residential area roads. Some residents' associations have constructed unauthorised Speed Breakers specially in rural area and in some colonies in urban limits according to the information of the M.C.D. However, no Statistics of the Speed Breakers are maintained.

(c) No. The speed breakers are provided wherever need arises on the roads under the jurisdication of the various agencies based on the guidelines/criteria laid down by them for the purpose.

(d) Provision of speed breakers are not necessarily part of road safety equipments unless the same are consturcted at appropriate places and as per the need based on the location, nature and traffic on the road concerned.

Helicopter given to J& K Government

2501. SHRI RAM AWADHESH SINGH:
SHRI TALARI MANOHAR:
Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether a helicopter was given to Jammu and Kashmir Government (Named Pawan Hans) for promoting tourism and ferrying Ministers and VIPs, if so, the details thereof, indicating the rental charges and other expenditure for maintenance, petrol and oil incurred so far, and

(b) what are the total hours of flying done by this helicopeter since then and income earned so far?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI JAGDISH TYTLER): (a) One Westland WG-30 helicopter was placed at the disposal of the Government of Jammu and Kashmir on 3rd January, 1987 on wet lease terms. The helicopter has been provided on a fixed monthly charge of Rs. 7,63,000 plus variable hourly charges of Rs. 7,570/-inclusive of maintenance, fuel and oil. The pattern of operation as per the agreement entered into by the Helicopter Corporation of India is the prerogative of the lessee.

(b) The helicopter had flown 66.25 hours by 7th March, 1987. The wet-lease charges for this helicopter upto February, 1987 come to Rs. 19,54,935 approximately.

Duty free shops at International Airports in the country

2602. SHRIMATI KRISHNA KAUL: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government propose to set up duty free shops at the international airport terminals in the country;

(b) whether the proposals have not been accepted by the Ministry of Finance;

(c) if so, what were the main objections raised by the Ministry of Finance in setting up duty free shops at international airport terminals in the country; and

(d) whether final decision has been taken in this regard; if so, the details thereof?

THE MINISTER OF STATE OF THE CIVIL AVIATION (SHRI JAGDISH TYTLER): (a) No, Sir.

(b) to (d) Do not arise in view of (a) above.

Improvement in telephone service

2503. SHRI TALARI MANOHAR:
SHRI RAM AWADHESH SINGH:

Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether it is a fact that Seventh Five Year Plan for Communication is yet to be finalised and if so, what are the reasons for the delay; and

(b) whether the Seventh Five Year Plan for Communication will ensure that telephone service is improved since we are using the best technology and machines leaving manpower to be improved through training and motivation?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI SANTOSH MOHAN DEV): (a) and (b) The Planning Commission has allocated Rs. 4010 crores for telecom. services for the 7th Plan based on which the plan describing physical targets has been finalised. The use of modern technology and programmes such as replacement of life expired equipment, ducting for cables etc are expected to improve the services to the extent feasible in this limited allocation.

Conference of telecommunications mission

2504. DR. BAPU KALDATE:
SHRI BASUDEB MOHAPATRA:
SHRI ATAL BIHARI VAJPAYEE:
SHRI KAILASH PATI MISHRA:

Will he Minister of COMMUNICATIONS be pleased to state:

(a) whether it is a fact that a conference on the telecommunication mission was held in New Delhi recently;

(b) whether it is also a fact that the conference arrived at the conclusion that the tele-communication system in the country is poorly maintained and is most unreliable, and

(c) if so, what steps the conference has proposed to streamline the telecommunication system in the country?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI SANTOSH MOHAN DEV): (a) Yes, Sir. A National Conference of Telecommunication Mission was held at New Delhi on 3rd and 4th February, 1987.

(b) and (c) The discussion in the conference was mainly aimed at